AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph beginning at page 4, lines 18-37, with the following rewritten paragraph:

An antifriction bearing incorporating the invention is conventionally comprised of an outer ring 1, an inner ring 2 spaced radially inward of the outer ring and [[an]] antifriction elements 3 between the rings. Here, nine antifriction elements are shown in the example. On the outer ring 1, sensors 4, 5 are disposed, which are shown schematically. The sensors are disposed in a groove in the outer ring while <u>the</u> groove opens to the annular space between the rings. The sensors 4, 5 are disposed such that the sensor spacing corresponds to half the distance between two adjacent antifriction elements. In this illustration, the sensor 5 is currently situated on the outer ring and through the groove in the outer ring is directly in rolling contact with the antifriction element below the sensor, while the sensor 4 is situated precisely between two antifriction elements. The sensors 4 and 5 together constitutes a strain gage half bridge 6. Two further sensors, which are used for the temperature compensation of the two sensors 4 and 5, are disposed outside the loading zone of the antifriction bearing. Likewise disposed in the groove in the antifriction bearing is the region ASIC which adds up the results (from the three antifriction elements in the drawing of an example, each of the respective strain gage half bridge) for one region of 120 degrees. The current angular position in the 120 degree region is passed on to the region ASIC via the factors c1, c2 and c3 for region 1, and also c4, c5 and c6 for region 2 and c7, c8 and c9 for region 3. c1 to c9 are scalars which correspond to the angular position of the individual sensors in a region. The region ASICs then form the region vector 7, 8, 9 from the measured values. These region vectors (magnitude and direction) 7, 8, 9 are transmitted to the evaluation unit via a defined interface.